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Maintenance

STORAGE OF AIRCRAFT AND EQUIPMENT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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Certified by: HQ AFMC/LGP
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This instruction implements AFD 21-1, Managing Aerospace Equipment Maintenance. This instruction sets up policy and responsibilities for storing aircraft and equipment. The Aerospace Maintenance and Regeneration Center (AMARC) at Davis-Monthan Air Force Base is the Continental United States storage site. It applies to activities concerned with Headquarters United States Air Force (HQ USAF) - directed and Headquarters Air Force Materiel Command (HQ AFMC) established maintenance service, and Air Force Depot Maintenance Business Area (DMBA), so all customer requirements will be negotiated for workloading. This instruction does not apply to the Air National Guard or US Air Force Reserve units and members.

SUMMARY OF REVISIONS

This revision aligns the instruction with AFI 21-102.

Section A—Storage of Aerospace Vehicles

1. Terms Explained (definitions per TO 1-1-686):

- 1.1. Long Term (Type 1000). Extended term storage, for up to 48 months for aircraft.
- 1.2. Extended Storage Without Represervation (Type 1500). Maintaining aircraft in type 1000 storage without represervation to prevent further deterioration pending disposition instructions from the owning service. Headquarters authorized to downgrade storage status of an aircraft from type 1000 to type 1500 storage are: Chief, Naval Operations-Pentagon, Washington DC (Code N 880) (Navy), System Program Director (SPD) at the appropriate Air Logistics Center (ALC) (Air Force); and Aviation & Troop Command (ATCOM), St. Louis MO (Army). This storage status code change eliminates the represervation requirement, but doesn't alter any requirement for continuing periodic maintenance for type 1000 storage. If deterioration will be more than for type 1000 storage, but less than that consid-

ered acceptable for type 2000 storage, an aircraft may remain in the type 1500 category for an indefinite period.

1.3. Indefinite (Type 2000). Preservation for an unspecified time period for aircraft programmed for reclamation.

1.4. Flyable or serviceable hold/temporary storage (type 3000) of aircraft awaiting either flight schedules or induction into type 1000 or 2000 storage.

1.5. Storage Awaiting Disposal (Type 4000). Storage procedures which apply to aircraft being turned over directly for reclamation or disposal. This type of storage will make the aircraft maintenance safe while awaiting disposal disposition. Aircraft stored in this category are required to have a disposition determination before the end of a four year storage cycle, unless otherwise specified by HQ AFMC or by the SPD office.

2. Policy:

2.1. Temporary and Extended Storage:

2.1.1. All aerospace vehicles that are assigned storage projects by HQ USAF will be stored at AMARC.

2.1.2. The responsible SPD will arrange storage, as directed by HQ USAF, for aircraft awaiting modification, repair, programmed depot maintenance, transfer, etc.

2.1.3. AMARC will ensure aircraft can be withdrawn from storage in emergency situations with minimal man-hours and requirements for replacement parts. Whenever practical, package removed items and store them in the aircraft. If possible, remove armament before shipping the aircraft to AMARC (ref TO 1-1-686, paragraph 3-36). If possible, remove classified equipment during in-processing of all stored aircraft. AFMCR 65-9, Removal of Parts from Aircraft Arriving or in Storage at the Aerospace Maintenance and Regeneration Center, and AFMCR 65-31, Reclamation of USAF Property, set forth procedures for requesting authorized removal of parts from aircraft being retained at AMARC.

2.2. Store aircraft at AMARC according to TO 1-1-686.

2.3. AMARC will not store Air Force aircraft unless HQ AFMC/LGM-AVDO has provided a USAF-directed storage project.

2.4. Code Air Force aircraft programmed as excess and directed into storage by HQ USAF for type 4000 preservation according to TO 1-1-686, pending disposal action. AMARC will not preserve these aircraft unless HQ AFMC or the SPD directs otherwise.

2.5. Policy concerning delivery of aircraft sold to Foreign Military Sales (FMS) recipients:

2.5.1. If an FMS country requests an aircraft to be delivered, the aircraft must be placed in safe operating condition according to the military service of origin or Federal Aviation Administration (FAA) established standards. Either organization can perform required maintenance, but the FMS country must pay all costs. Aircraft recipients may elect to waive any maintenance requirements that do not affect flight safety.

2.5.2. AMARC will release aircraft that are not to be restored with the understanding that they will be delivered to their destination by surface or airlift transportation only and not released as airworthy.

2.5.3. In FMS cases where civilian contractors are to perform maintenance, arrangements to accomplish that maintenance must be made in advance with AMARC/ FMBW for towing and runway access if necessary.

3. Responsibilities:

3.1. HQ AFMC/LGM-AVDO will:

3.1.1. Forward all HQ USAF directives regarding storage or preservation of aircraft to the SPD and AMARC/FMBW. Directives regarding projects will include information on mission, design and series (MDS) of aircraft, source, quantity, type of storage required (assignment code) and ultimate disposition, if known.

3.1.2. Send all projects to withdraw assets from AMARC to AMARC/FMBW and the SPD. This will include the MDS of aircraft involved, quantity desired, and recipient.

3.1.3. Provide the SPD and AMARC/FMBW with timely information on any deliveries to or withdrawals from AMARC not reflected in current USAF programming documents.

3.2. The SPD will:

3.2.1. Prepare and keep current individual storage TO for weapons systems managed. Minimum individual TO coverage will include information and procedures regarding inspection and maintenance for storage (long term, extended, indefinite and flyable), including requirements for humid and dry (less than 40% relative humidity) climates. These procedures are to be in conjunction with the general procedures contained in TO 1-1-686. Also, TO information will cover specific practices for withdrawal from storage. Type 4000 storage is limited to the requirements of TO 1-1-686.

3.2.2. Develop, in individual TOs, standards for special inspection and maintenance of assets removed from either temporary or extended storage. These standards will be critical enough to make sure systems, components, and assemblies are in a serviceable condition and that hidden deterioration is disclosed. Standards also will provide for variations in:

3.2.2.1. Length of time assets have been in storage.

3.2.2.2. Climatic conditions of the storage sites.

3.2.2.3. Operational and installed times of components as shown in historical records.

3.2.3. Coordinate individual TOs with Warner Robins (WR) ALC, AMARC, and the appropriate commodity ALC.

3.2.4. Coordinate with AMARC/FMBW on programs and schedules for placing aircraft in storage at AMARC and for their withdrawal.

3.2.5. Prepare maintenance project directives (AFMCR 66-67, Materiel Management of Customer Related Resources, chapter 3) for limited preservation/storage of aircraft or withdrawal of aircraft from storage. Forward message covering aircraft projects at AMARC to AMARC/FMBW with an information copy to HQ AFMC/LGM-AVDO. AMARC should receive the project directive and funding before the assets arrive.

3.2.6. Prepare work specifications or Appendix A, as applicable (AFMCR 65-22, Depot Maintenance Work Specifications, Section C), for required maintenance on aircraft or equipment removed from storage.

3.2.7. Keep adequate configuration records (storage projects) to make sure aircraft can be withdrawn by serial number to meet specific requirements.

3.2.8. When required, arrange for functional flight test crews (TO 1-1-300) of aircraft prepared for onetime flight by AMARC.

3.2.9. Maintain and provide WR-ALC Space and Special Systems Directorate (LK) with the current man-hour standards for inclusion in TO 1-1-17 (only those aircraft for which the SPDs have designated responsibility).

3.3. AMARC will:

3.3.1. Coordinate with releasing or receiving organizations on individual aircraft arrivals and departures. The project directive received from the SPD will be the instructional instrument.

3.3.2. Report aircraft arrivals and departures from their facilities according to AFI 21-103, Equipment Inventory, Status, and Utilization Reporting.

3.3.3. Comply with TO 1-1-686 in the preservation and storage of aircraft, engines, and related components.

3.3.4. Prepare aircraft for surface shipment or comply with TO 00-20-1 to make sure aircraft withdrawn from storage are airworthy.

3.3.5. Accomplish inventory and update or dispose of inventory records according to AFI 21-103.

3.3.6. Comply with individual TOs from the SPDs.

3.4. WR-ALC/LK will:

3.4.1. Publish TO 1-1-17 and keep it current. This TO will:

3.4.1.1. Provide general instructions applicable to the storage and preservation of all aircraft that are not stored at AMARC.

3.4.1.2. Set up the format to be used for the individual aircraft storage TOs.

3.4.1.3. Specify subjects to be covered in the individual TOs.

3.4.2. Publish TO 1-1-686 and keep it current with detailed preservation procedures/requirements on new technology component systems before they arrive at AMARC.

3.5. San Antonio (SA-ALC) and Oklahoma (OC-ALC) ALCs will give WR-ALC information on preservation of reciprocating and gas turbine engines (including auxiliary power units) for inclusion in TO 1-1-686.

Section B—Storage of Equipment

4. Nonaviation Assets: The responsibilities for the storage of nonaviation assets (equipment, tooling, pylons, etc.) are negotiated between the customer and AMARC. A workload agreement is prepared and coordinated with the customer and AMARC/FMBW. (See [Attachment 1](#) for sample of agreement.)

5.Communication, Electronic, Meteorological (CEM) Equipment Program Projects. As CEM equipment and systems are identified for phase out, SM-ALC and the owning command will write a plan. They also will prepare a directive to identify the project and related information. They will ship equipment and systems identified for retention or possible future removal to SM-ALC if any part of the equipment or system needs inside storage. They will ship equipment and systems that may be stored outside to AMARC. Regardless of the storage location, they will load the equipment and systems to the aircraft status system by AMARC identification number and AMARC storage project as soon as they receive a project directive.

JOSEPH CORCORAN JR., Col, USAF
Deputy Director, Director of Logistics

Attachment 1**WORKLOAD AGREEMENT FORMAT COVER SHEET**

WORKLOAD AGREEMENT

BETWEEN

THE AEROSPACE MAINTENANCE AND REGENERATION CENTER (AMARC)

4855 So. WICKENBURG AVENUE

DAVIS-MONTHAN AIR FORCE BASE, ARIZONA 85707-4334

AND

RECEIVING ORGANIZATION TITLE

ADDRESS OF RECEIVING ORGANIZATION

FOR

STORAGE OF WHATEVER THE AGREEMENT IS FOR

(FB2373-XXX)

APPROVAL:

APPROVING OFFICIAL'S SIGNATURE BLOCK Date

AMARC COMMANDER'S SIGNATURE BLOCK Date

Attachment 2**WORKLOAD AGREEMENT FORMAT**

1. Purpose: This agreement is between the Aerospace Maintenance and Regeneration Center (AMARC), 4855 S. Wickenburg Avenue, Davis-Monthan Air Force Base, Arizona 85707-4334, and Air Force Base, State and Address. It establishes and defines procedures and responsibilities for the storage of.

2. Responsibilities:

a. (Receiving Organizations Office Symbol) will:

(1) Write in whatever responsibilities of the receiving organization within this paragraph and sub-paragraphs.

(2) Write in whatever responsibilities of the receiving organization within this paragraph and sub-paragraphs.

b. AMARC will:

(1) Write in whatever responsibilities AMARC will be performing within this paragraph and sub-paragraphs.

(2) Write in whatever responsibilities AMARC will be performing within this paragraph and sub-paragraphs.

3. Funding And Reimbursement:

a. (Receiving organization office symbol) will be responsible for:

(1) Funding those functions related to receiving and processing _____ for storage in AMARC and for withdrawal or disposal. Receiving and processing may include, but will not be limited to: receiving, offloading, preserving and placing into storage.

(2) Fund any special repair activities (SRA) that are above the normal maintenance/storage support functions that would occur during storage.

(3) Provide AMARC (office symbol of organization) with AF Form 181, Project Order, or appropriate funding document, 7 days prior to induction of work (include address for funding document to be sent to).

(4) Reimburse AMARC for the services provided based on rates determined according to Depot Maintenance Business Area (DMBA) accounting and budgeting procedures.

b. AMARC/FM will be responsible for funding of those maintenance and storage support requirements performed on the _____ until such time as they are withdrawn or disposed of as surplus property.

c. AMARC/FMF will prepare SF 1080, Voucher for Transfers Between Appropriations and/or Funds, for (office symbol) or AMARC/FMB, as appropriate, as of the end of each month for services rendered during that month. Billings will be forwarded to AMARC/FMB for certification prior to submission to the Defense Finance and Accounting Service/Denver, 5275 E. Granite Street, Davis-Monthan Air Force Base, Arizona 85707-3014 for payment by transfer of funds between appropriations.

4. Administrative Review: Recommendations for changes to this agreement should be directed to AMARC/FMBW, DSN 361-3018, Commercial (520) 750-3018. The provisions of this agreement will

remain in effect until rescinded or amended by mutual consent of the signatories. AMARC/FMBW will initiate a triennial review of this agreement according to AFI 25-201, paragraph 5.5, dated 15 Nov 94.

5. Attach a Statement of Work (If appropriate).

Attachment 3

STATEMENT OF WORK FORMAT

I. General. Brief explanation of contents of the agreement.

II. Purpose. Brief explanation of purpose of the agreement.

III. Item Identification. Brief explanation of items to be stored.

IV. Services. AMARC will provide...explain all functions and responsibilities in detail of what AMARC will provide. Subparagraphs may be utilized. Use capital alphas for numbering paragraphs.

A. Data as appropriate

B. Data as appropriate

V. Technical Data. This paragraph may be utilized to explain what the receiving organization will provide. May be omitted if not necessary.

A. Data as appropriate

B. Data as appropriate

1. Data as appropriate

2. Data as appropriate